

The Review

The latest news, views, and announcements



Welcome to The Review

By Jad Mouawad

After attending MEPC 81 a couple of weeks ago, I realized that there is a change, not insignificant, in the composition of the group that meets to discuss matters related to the Ballast Water Management (BWM) Convention. Seniors are now replaced by fresh faces, surely experienced in their own ways and within their own careers, but new in the BWM arena.

As we move from implementation to experience-building and review of the Convention, a lot of the “why” and “how” regulations were put in place get lost. This is why I decided to start The Review, a newsletter that will not only inform and analyze the happenings at the International Maritime Organization (IMO), but also shed some experiences and insights, including our views and others’, on how the Convention is fairing. Hopefully this will help in increased knowledge-based discussions and negotiations on the topic.

You will also hear experiences from our managers experiencing first-hand how BWM Systems are working, challenges from crew and more.

Do you have something you want to share in our newsletter, simply write to us at newsletter@bwm.no.

WHAT’S NEW

MEPC 81 – MARCH 2024

A run through the topics discussed on the BWM Convention, plans ahead and some of our thoughts

BALLAST WATER INNOVATION PROJECT

An update on the progress of our work in the Great Lakes-St Lawrence River (GLSLR) region

PLASTIC SAVINGS

A White Paper on how much a ship can save in plastic waste by dropping bottled evaporated water

MEPC 81 – March 2024

By Jad Mouawad

MEPC 81 met from 18 to 22 March 2024. The Ballast Water Review Group under MEPC 81, discussed the following topics:

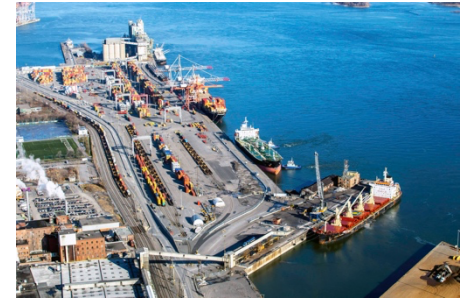
1. Review of the BWM Convention
2. Application of the BWM Convention to ships operating in challenging water quality
3. Temporary storage of treated sewage and grey water in ballast tanks
4. Modifications to ballast BWMS with existing type approval

Over the next 2 pages, we will dive into the details of each of those very important topics, and shed some lights on why they are crucial to how successful the BWM Convention will be.



Ballast Water Innovation Project

By Layale Harik



Mouawad Consulting, in collaboration with Boll & Kirch, bestUV, Kraft Powercon and Lower Lakes Towing, has received a significant contribution fee totaling CAD 5 million from Transport Canada. This grant is allocated towards a pivotal project aimed at addressing technical challenges surrounding the installation, operation, and maintenance of BWMS on vessels operating within the GLSLR region.

The project team is underway collecting data on both ships operating in the GLSLR region and water quality of the ports in that region.

Do you have topics, data, or info you want to discuss or share with us? You can reach us at: bwip@bwm.no.

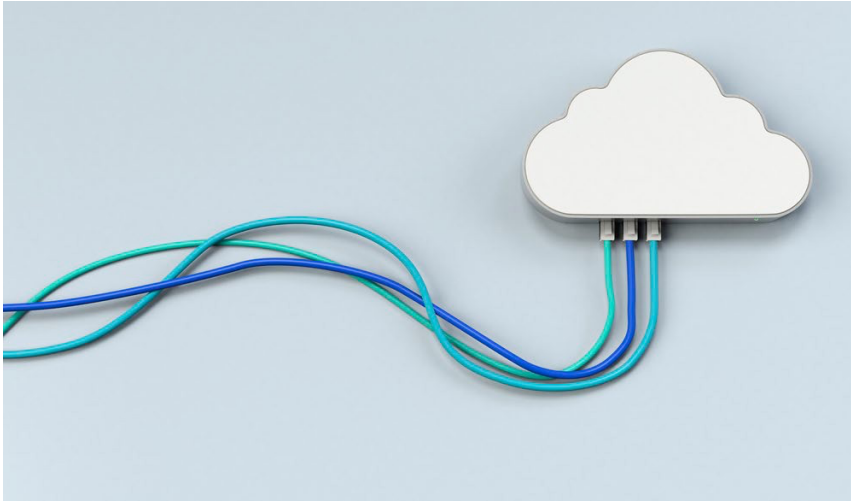
We will launch www.bwip.ca in April 2024 where all data, reports, timeline, and much more will be updated continuously for the public to be informed and keep track on the development of our work.

Plastic savings

By Elite Barakat

URSA AS (www.ursa.no) published a white paper, estimating that a ship with crew size of 15 consumes up to 10,950 1.5L-bottles of potable water per year, with a total weight of 328KG of plastic waste (the numbers increase to 438KG and 547KG for 20 and 25 crew sized ships, respectively). With over 50,000 vessels in the worldwide merchant fleet, the waste figures become scary.

Filtration systems are now delivering mineralized drinking water superior in quality to most bottled water served onboard. Is it time to enforce a global ban on the use of one-time-use plastic bottles onboard ships?



The List

– By Jad Mouawad

Complete list of provisions and instruments that the Correspondence Group will be revising or developing:

1. Regulation A-3: Exceptions
2. Regulation B-1: BWM Plan
3. Regulation B-2: BW Record Book
4. Regulation B-6: Duties of officers and crew
5. Regulation D-2: BW performance standard
6. Regulation D-3: Approval requirements for BWMS
7. Regulation E-1: Surveys
8. Appendix I within the annex of the Convention: Form of the International BWM Certificate
9. Code for Approval of BWMS
10. G2 Guidelines
11. G4 Guidelines
12. G9 Guidelines
13. Resolution MEPC.252(67): Guidelines for Port State Control
14. BWM.2/Circ.43/Rev.1: Guidance for Administrations on the type approval process for BWMS
15. BWM.2/Circ.62: Guidance on contingency measures
16. BWM.2/Circ.69: Guidance on SDL
17. BWM.2/Circ.70/Rev.1: 2020 Guidance for the commissioning testing of BWMS
18. **NEW!** Guidance on the installation, operation and maintenance of BWMS
19. **NEW!** Guidance to establish review processes of type approvals
20. **NEW!** Guidance for type approval of BWMS that have undergone major modifications
21. **NEW!** Guidance on information to be included in the OMSM of BWMS

Review of the BWM Convention

– By Jad Mouawad

The BWM Convention is under the *Convention review stage* of the Experience Building Phase (EBP). As part of that *stage*, a Correspondence Group was dedicated to work on the *Review of the BWM Convention* and had come up with a list of provisions and instruments that would be revised or developed. Finalizing that list was the main discussion on that topic by the *Ballast Water Review Group*.

In this part of The Review, we will shortly discuss what we consider as major items in the list of provisions and instruments. This list is referred to formally as *List of Provisions and Instruments for Revision and/or Development under the Convention Review Stage of the Experience-Building Phase associated with the BWM Convention*. You can find the complete list in the right side column of this page.

1. *Standard Ballast Water Management Plan Template*

This discussion revolved around whether a standard template for the BWM Plan can be beneficial, given the numerous guidelines, guidance, and guidelines to guidance for this Convention. Finally, there will be amendments made to the BWM Plan template already included in the G4 Guidelines.

PRO TIP: Having an updated BWM Plan is the best insurance you have to navigate safely the BWM Convention waters

Challenging Water Quality

– By Jad Mouawad



What can a ship do when a **properly installed, operated and maintained** BWMS cannot cope with the water quality at the port of ballasting? A new guidance document called *Interim Guidance on the application of the BWM Convention to ships operating in Challenging Water Quality (CWQ) conditions* is now approved by MEPC during this session. The main principles are:

1. Update BWM Plan to include procedures on how to deal with CWQ
2. Use the BWMS as far as practicable to treat water with CWQ. Bypass should be the last resort.
3. Decontamination, primarily Exchange + Treatment
4. Update BW Record Book and inform flag and port where ballast water will be discharged that a CWQ situation occurred

I strongly recommend Owners to implement this Guidance in their BWM Plan, including other contingency measures.

PRO TIP: Ships are required to establish their Operational demand, which is the minimum ballasting rate that will permit the ship to continue cargo operations while using the BWMS.

REVIEW OF THE BWM CONVENTION - CONTINUED

2. *Sampling and Analysis of ballast water discharges during surveys*

General agreement that some sampling and analysis during surveys should be conducted, either detailed or indicative. The discussion at the IMO was about the frequency, and it was finally agreed that this should be done during intermediate and renewal surveys (i.e. twice every 5 years).

PRO TIP: The vast majority of non-compliance is for organisms with sizes equal or larger than 50µm! Any analysis must cover this size group.

3. *Ships engaged in short voyages*

A paper was submitted to change Same Risk Area Guidelines (G7 Guidelines) to allow more flexibility from meeting Regulation D-2 for ships engaged in short voyages in water bodies shared by various countries. This proposal was not supported so G7 Guidelines will not be reviewed.

**We want to
hear from
you**

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- sending us an email to newsletter@bwm.no
- or fill out our feedback form here [Feedback Form](#)

We'd love to hear your thoughts! Share your feedback with us to help us improve.

Temporary storage of treated sewage and grey water in ballast tanks

– By Jad Mouawad

Some ships, despite having approved sewage treatment systems onboard, are denied by coastal states to discharge their treated sewage. They are therefore obliged to temporary store this treated sewage and also their grey water in ballast tanks for subsequent discharge in the high seas.

MEPC has now adopted a new BWM.2 Circular giving guidance on how to move back from storage of treated sewage and/or grey water, to ballast tanks, without affecting the ability of the BWMS or the ship to meet the D-2 standard subsequently.

PRO TIP: Having an updated BWM Plan and applying the new procedures for using the Ballast Water Record Book are required for those ships using this practice.

Modifications to BWMS with existing type approval

– By Jad Mouawad

Due to different practices amongst Administrations on how to deal with changes to already type approved BWMS, a proposal was on the table to create a guidance. This work is still ongoing and is likely to be discussed further during the next session of MEPC, scheduled 30th September to 4th October 2024.

MOUAWAD CONSULTING AS

Mouawad Consulting is an engineering and consultancy firm, delivering services related to Naval Architecture and Marine Engineering specializing in Environmental services like:



1. R&D, Consultancy, 3D Scanning, Design, Installation, Commissioning, Troubleshooting, Training and Spare Parts for BWMS
2. Engineering projects onboard ships and offshore structures

Our headquarters are in Norway and we have offices in South Korea, China, India, Lebanon, Cyprus, Panama and Canada

For more info, contact us at info@bwm.no